

RAILWAY JOTTINGS.

A much more considerate suggestion than that of the Liverpool Stock Exchange gentlemen to suspend railway works at large, has been made by the *Times*, for the equalisation of projected works with available future capital,—namely, that the commencement of 'extensions' rather forced on companies than spontaneously undertaken, be delayed, and future calls limited accordingly. The *Times* throws the whole of the foreseen difficulty on the shoulders of these Stock Exchange gentry, "who would have done well to have reckoned up the resources of the country before they persuaded their customers to lend money for works which two Great Britains could hardly accomplish. They now throw their own blunder off their own shoulders on the same." * * * Sir Robert Peel and Lord John Russell forgot that there was a supply of fools as well as of money. All we have to do with the money, however, is to see that it is supplied, but if the fountain-heads be those of fools, one cannot but dread the exhibition of folly in turning off the stream no less than in turning it on. The railway calls for September exceed by nearly a quarter of a million the average for the preceding eight months of the year, and by nearly two millions the amount of what was claimed last month. The amount of calls due on English lines, and payable this month, is 2,536,624*l.* On Scotch lines, the amount payable is 90,000*l.*, and on Irish lines 99,750*l.*, making a total of calls due this month of 2,726,374*l.* The total amount called up, this year, by English, Scotch, and Irish companies, is, including the present month, 27,984,023*l.* This is exclusive of 6,238,000*l.*, which has been called up by foreign lines. The amount of projected works, too, is certainly something quite enormous. "For the next four years there will probably be 1,500 miles a year to be completed, if the directors keep their word,—that is, we shall have to make in each year nearly half as much length of line as had been opened for traffic from the first mention of railways." But as to the number of miles in course of construction, viz., 6,455 [only 3,303*½* being yet completed], and the three-fourths, on these, of half a million men, or of two million mouths, dependent, in all, on railways,—equivalent, as the *Times* rather oddly regards these sons of industry and prospective profit, to an idle "foreign army quartered on the country,"—the immensity of the numbers employed on these progressing works affords only all the stronger reason for hesitation to tamper with their only means of honestly earning a livelihood. That the drag, however, is about to be put on by the stock 'bears' in one shape or other seems but too evident. —Meantime, the bricklayers at work on the Great Northern line in the Gainsborough district, all unconscious of the threatened brush of the sweeping besom of destruction, are wrangling with their employers for 6*d.* a day in addition to the 4*s.* 6*d.* which they ought to be thankful that they still obtain, and they have accordingly not only 'struck for 5*s.*' but have induced 'the whole of the other workmen' to follow their example. —A shocking 'accident' occurred at the Hadleigh station of a branch line of the Western Union on Friday last, when a hurriedly erected 'wing' wall of 14 feet in height, was blown down by the wind in one mass upon upwards of 150 passengers, who had unfortunately trusted to its sheltering wing for protection from the wind, whose melancholy 'wail' was thus but too effectually raised into a shriek described by those whose ears it rent as 'dreadful in the extreme.' Yet, strange to say, only 'more than sixty' were more or less injured, and not one killed—a merciful circumstance, attributed to the fall of the platform beneath the accumulated weight of wall and people together. As it is, however, fractured ribs, limbs, and collar-bones, and concussions of the brain were found among the more numerous bruises and wounds. No one is blamed, the accident being attributed entirely to the strength of the wind, and the weakness of the newly-erected wall. But surely, if the wind were so high, some warning of the weakness of the wall ought to have been given to the unfortunates who trusted to its protection. —In a verdict of 'accidental death' from the breaking of a rail, and the consequent oscillation of the couple, which was the last carriage of the ex-

press train of seven, to which the accident near Sowerby-bridge happened on Thursday week, the jury added, that they "cannot separate without suggesting the necessity of having a luggage or break van attached to the end of each express train, as an additional security to the passenger carriages, and to obviate the dangers arising from the great oscillation of the last carriage; and they would also recommend that some mode of communication should be adopted between each carriage and the guard in charge, as the fatal result of the present accident might have been avoided if such had been the case." It is really extraordinary that nothing has yet been done towards the removal of this latter fertile cause of accident, inconvenience, and danger. Why, so crying an evil has this now become, that we find the very vocalists of the theatrical profession singing out at length against it, and prompting their 'friends the engineers' to a remedy. Mr. Paul Bedford, of the Theatre Royal, Adelphi, declares to the editor of the *Morning Post*, that while travelling from Liverpool with his friend, the late Frederick Yates, on one occasion, a lady suddenly became frantically mad [by the way is there not some peculiar reason—either in the bewildering whisk and confusion of objects or otherwise—why so many predisposed persons go suddenly mad in such circumstances?], and that in this fearful state they were obliged to fly along for more than twenty miles, until the train stopped at a station. "I fancied," says he, "that my voice was not that of a *bobby*, but I could make no impression upon the auricular organs of the officials;" and so Mr. Paul Bedford's pipe not being a railway shrieker, he recommends the substitution, in each compartment of every carriage, of "a powerful 'Porteous whistle,' such as frequently I hear at Apsley House, giving notice to open the gates, when F. M. the Duke Wellington and I happen to be going homeward at the same time—thn' not together." "The quality of the sound possessed by these whistles," he adds, "is excessively acute, and grates terribly on my musical ear; but I am told they can be heard at a great distance, and above any rumbling of a train." —But suggestions, as we have already said, are as 'rise as rowans,' and, accordingly, another happens to lie before us in the shape of a signal invented by Mr. Heinke, of Great Portland-street, but as it appears to be based upon one [indeed to be almost identical with one] suggested some time ago by a correspondent of our own, and already described, we need only here remark, that it consists of an arrangement of wires or cords, run along the tops of the carriages, with spring bells for the communication between guards and engineers. A model of it, according to the *Mining Journal*, has been submitted for inspection by Mr. Heinke, and plainly indicates that the advantages in view may be thus obtained without much cost. —The foundation-stone of the 'immense viaduct' over the Stour Valley and river at Chapple having been laid on Tuesday week with the usual ceremonies, coins were deposited, and a block of stone, weighing half a ton, was lowered down upon the deposit, so that all might be safe for the next eight or ten hundred years. But, alas! the 'schemes' of men and mice gang aft' agee! The dirty paws were withdrawn from the empty pockets 'if the gloom in when the kye gang hame,' and then with 'the strong arm,'—not exactly of the law,—the plunderers of posterity 'lifted the lid,' and saved posterity the trouble of deciphering what might else have 'lain mouldering there,' instead of getting into brisk circulation at the 'change houses' of the ancient nineteenth century. The fortunate 'discoverers' of these 'relics of antiquity,' however, are not unknown to men of magisterial science.—Mr. William Hunt of Colechester, and Mr. William Coote of Norwich,—bricklayers, being already noted as the remarkable bricks who, in all probability, 'carried off the prize.'—Given, the number of coins thus deposited in the nineteenth century—to find the fractional remainder still in retentis.—The beneficial influence of railway extension is being felt in a small way at Reedham, which is 'becoming an important place,' and where there are now a 'new and elegant station,' a 'first-class telegraph station,' and other improvements.—A Birmingham 'Shopkeeper,' on the other hand, complains of the 'railway influence,' within whose greedy vortex all the 'Saracens' leads,

the 'Blue Boars,' and the 'Pigs and Whistles' are now being whirled, since the majestic 'directors' have become 'licensed' public-house keepers; and advertising to the monopoly of strangers thus ingeniously concentrated within the four respectable walls of the respective railway stations, he asks, with a pathos enhanced by all the sweet reminiscences associated with the spirit of the departed pigs and whistles, whether it was ever contemplated by the legislature that railway companies should be 'licensed' dealers in British and foreign spirits and tobacco. Had not the 'lodging-house keepers' better look out for 'railway competition?' —The 'old river and canal navigation' between Liverpool and Manchester appears to be any thing but defunct in consequence of the stunning blow which 'railway influence' must have dealt it long ago. Fares, 1*s.* 4*d.* each for the trip of fifty miles, have been announced by a shower of placards. Can it be that railway companies are about to find, that they will be more smartly and completely relieved of their low-class passengers than even they had wished, and that the winding silvery 'snake in the grass,' which they had calculated on having well dispatched, has indeed been only 'scotched' till now that it is about to sting them? —The causes of complaint against railway management appear to be legion. They are ever appearing under some new form. Parcels take from Monday to Saturday to travel from London to Wakefield, since these omnigatherous monopolists have become ('licensed,' we suppose) as common carriers. For the smallest parcel by passenger train the cost is 2*s.* 11*d.*, so that the reason for the delay in the first case is very clear and transparent; but the P. O. may now take the shine out of them, and bring them back again to the O. P. In Leeds, the same parcel would be delivered by a company for 9*d.* In Sheffield, too, the rate of carriage has been increased by these licensed carriers more than 30 per cent., as the editor of the *Iris* can feelingly testify in his own person, or pocket at least. —In a railway compensation case at Shrewsbury, a rag and bone dealer lately declared that he did business to the amount of 1,000*l.* a week. How grieved must some of the barristers have been that they were not brought up to such a business.

THE STATE OF ARCHITECTURE IN IRELAND.

DEPICTOR the present condition of architecture in Ireland, and anxious, if possible, to induce measures which might tend to advance it, the Royal Irish Institute of Architects resolved on an address to his Excellency the Viceroy to that effect.

A deputation of the body, headed by Sir Richard Morrison, presented it last week; and his Excellency, in reply, said:—"It is not for me, gentlemen, to analyse the causes which may have led to the state of things of which you naturally complain, however strange it must appear to me that architecture should not be duly esteemed in Dublin, one of the most picturesque cities in her Majesty's dominions, and adorned as it is by so many noble public edifices, or in a country where such magnificent mansions exist, where genius is not rare, and taste and talent abound; but if happier days, as I venture to hope, are in store for Ireland, they must bring with them that encouragement of art and science which always marks a nation's progress, and they will strengthen a conviction, now on all sides manifesting itself, that the social condition of her people must be elevated. Towards carrying out this pressing and national object, the Royal Institute of the architects of Ireland may, as it seems to me, powerfully co-operate; for when it is considered how much requires to be done towards the improvement of towns, and thereby ameliorating the sanitary condition of the people, and how little care has hitherto been bestowed upon the dwellings of the humbler classes of our fellow-subjects, that the places of religious worship, schools, hospitals, and asylums, are insufficient for the wants of the country, a wide sphere of usefulness is manifestly opened to a scientific and practical body such as yours; and I feel sure that the architects of Ireland, like the most eminent men of their profession in every country, will at all times be found ready and anxious to aid the great work of social improvement."